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Weather: Fair, Warmer.



3,252  
SITUATION "Help Wants" Last Week.  
SEEKERS  
Find THE WORLD a  
PLACE-GETTER.  
Help-Hunters found long ago that it was a  
PLACE-FILLER.  
THE TWO FACTS GO TOGETHER.

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PRICE ONE CENT

NEW YORK, FRIDAY, NOVEMBER 23, 1894.

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## LAST EDITION.

### CRASHED INTO THE PILING.

Ferry-Boat Netherlands Badly Damaged and Four Men Injured.

### PASSENGERS IN A PANIC.

Women's Cabin Converted Into a Temporary Hospital for the Wounded.

### ACCIDENT DUE TO THE TIDE.

The Pilot Tried to Enter the Barclay Street Slip but Was Carried Out of His Course.

The double-deck propeller ferry-boat Netherlands, of the Hoboken Ferry Company, while trying to effect a landing in the Barclay street slip shortly before 9 o'clock this morning crashed into the Vesey street pier adjoining, and the side on which the men's cabin is located was almost entirely demolished. Four people were injured in the crash, none fatally, and many others received bruises. The names of the four are:

LOUIS A. ROBERTSON-CLOVER, 53-year-old, of the Equitable Life Insurance Company, living at 100 West 12th street, Hoboken; head severely cut.

FREDERICK REINHOLD, 45-year-old, of 1007 Park avenue, Hoboken; contusion of the right knee, ankle dislocated and other injuries.

FRANK OLIVER, 22-year-old, of 100 West 12th street, Hoboken; left hand cut, right hand cut and slight scalp wound.

The accident was due to the strong tide which was running at the time, and



The Disabled Ferry-Boat as She Now Looks.

The efforts of the pilot to avoid running into a tug boat which crossed the slip just as the Netherlands was about to enter.

About 1,500 passengers were on board and instantly there was a panic.

Passengers Panicked Stricken.

Women screamed and fainted. Men called for help and shouted out impossible orders and suggestions. The lower deck starboard cabin was piled with flying splinters. Men covered with blood lay around in all directions on the floor.

A number of passengers were gathered on the front deck when the crash came, and several horses were knocked down. To add to the excitement the passengers in that part of the boat were compelled to avoid the hoofs of the struggling animals.

The boat struck the piling on the starboard side, just above the masts, and almost opposite to the double stairways leading from the lower to the upper deck.

The woodwork and windows on her starboard side were torn away for about 50 feet. The heavy piles snapped off short like pipestems or splintered like lances of arrows.

Finally the boat struck a more than usually stout pile and stuck fast. Then the officers and crew of the boat, assisted by such of the passengers who had retained their presence of mind, set about aiding the wounded.

Cabin Made a Hospital.

The aft end of the ladies' cabin on the port side was turned into an improvised hospital, where the injured were carefully carried.

There were scores of others who were bruised by being thrown about by the shock of the collision, but they were not in immediate need of medical aid.

The passengers on the upper deck, when they saw that the Netherlands had brought up and was in no danger of sinking, calmed down, and about fifty of them took the chances of getting ashore by jumping from the boat on the heads of the piles.

Escaped by a Ladder.

A ladder was also put out to the pier and a few young women who had recovered from their fainting spells, managed to scramble to terra firma.

The accident in the Netherlands attracted a large crowd, and the police were kept busy keeping the crowd back. A few more agile officers crowded

over the piles and got on board the Netherlands, where they were of much assistance in restoring order.

A Second Collision.

At 9 o'clock, twenty minutes after she struck, the Netherlands got loose and started for her regular slip, adjoining on the north. Her steering gear must have been injured when she struck the piling, for she refused to answer her helm, and again crashed on the starboard side into the piling.

Beyond carrying away a few feet more of her starboard side and giving the passengers another fright, no further damage resulted from the second collision.

A tug came hurrying up and hauled the Netherlands's stern free. Then she managed to crawl into her slip and get gangplanks ashore. As the tying-up haws were made fast the passengers broke into loud cheers.

Ambulances on the Scene.

Two ambulances had been sent for and were in waiting when the Netherlands finally made a landing. The surgeons and assistants rushed on board and the four injured passengers were given into their care.

Mr. Robertson-Clover, who was the most seriously injured, and they were taken to the Hudson Street Hospital. The other two injured men refused to go to the hospital and went ashore.

As soon as the last passenger was landed, the Netherlands backed out of her slip and went back to Hoboken.

The ferry officials refused all information of any nature whatever regarding the accident. The name of the captain was suppressed and even refused to be named.

Alarmed for their Friends.

The news of the accident was generally spread in the downtown business district, and when the first passengers got ashore at 8:15, they were met by friends and relatives, who daily come over on the 8:30 regular trip from Hoboken.

The Netherlands's starboard cabin was full of large and small splinters of wood and shavings. The iron work of the partitioned seats was twisted and bent, and blood freely besmeared the cabin floor and sides.

Capt. Meyer Will Not Talk.

Henry Meyer is the captain and pilot of the Netherlands. He was seen by an "Evening World" reporter shortly after the accident. He absolutely refused to say a word about the accident or its cause.

Capt. Woolsey, Superintendent of the Hoboken Ferry Company, at the time, also refused to give any information about the collision.

Who One Passenger Said.

Mr. C. L. Dodge, of Dover, N. J., one of the passengers on the Netherlands, gave an "Evening World" reporter the following account of the accident:

"The Netherlands left the Hoboken slip at 8:30 this morning for Barclay street, and as we came near the New York side a tug-boat of the New York and New Jersey Lighter Company's tug, I think it was—got between us and our slip. The tug was in the way, and we were unable to get back to the slip and we couldn't stop the boat.

"The pilot tried to get her head up stream, but she was too near shore and she began to strike the piles. She was in some cases a narrow escape from being trampled under foot. The boat got stuck in the middle of the piles, and the horses in the middle of the boat were unharmed.

"Some of the horses fell down and others were thrown about by the shock of the collision, but they were not in immediate need of medical aid.

"The passengers on the upper deck, when they saw that the Netherlands had brought up and was in no danger of sinking, calmed down, and about fifty of them took the chances of getting ashore by jumping from the boat on the heads of the piles.

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## WHAT WE MAY BE COMING TO.



AN "EVENING WORLD" ARTIST'S IDEA OF A FUTURE SUNDAY PARADE ON FIFTH AVENUE, SUGGESTED BY THE STORY OF THE TRAMP WHO LODGED IN MRS. ASTOR'S HOUSE.

### GOLD FOR THE BONDS.

At Least 20 Per Cent. to Be Furnished by Banks.

Most of the Issue Will Be Placed in New York.

Bullion Dealers Say There Is No Call for Yellow Metal.

Very little definite information was to be obtained this morning relative to the bond question, further than was known last night.

Nearly all the firms named as being in the syndicate, headed by the United States Trust Company, will send in individual bids for bonds, in addition to their syndicate bid. A majority of the large downtown banks will also send in individual subscriptions.

The question of getting the gold with which to pay for the bonds is apparently pretty well settled, the banks having signified their willingness to part with a sufficient amount of their holdings to permit of the first payment of 20 per cent. anyway, and perhaps 50 per cent. of the entire amount required for the total issue of \$10,000,000.

So far little has been heard of any cities outside of New York subscribing for any portion of the issue. Boston and Chicago may take a few hundred thousand of the bonds, but they are not counted on for additional gold.

A despatch from Philadelphia this morning says:

In this city the subscriptions to the new United States bonds are not expected to be at least \$10,000,000. There is a natural good demand for gold for the purpose of making the bonds, and the gold is being hoarded in great quantities. The gold is being hoarded in great quantities. The gold is being hoarded in great quantities.

It was stated at the Sub-Treasury this morning that the term of the circular calling for bids will be strictly adhered to, and that all bids, to receive any notice, must be mailed to-day, so as to be in Washington by noon to-morrow.

The agencies of the Canadian banks to-day received \$200,000 additional gold for the purpose of buying the new bonds.

Bullion dealers say there is no demand for gold to-day.

### LOOKS LIKE MURDER.

Mrs. Foglia Slain and Her Husband Instantly Disappeared.

He Buys a New Overcoat and Has Plenty of Money for Escape.

Three Men Arrested by the Police as a Precautionary Step.

The police of the One Hundredth street station, this morning arrested Louis Badarons, Ludwig Zona and Charles Delitians, charged with knowledge of the alleged murder of Mrs. Primatavia Foglia, at 522 Columbus avenue, first published exclusively in "The Evening World" of yesterday.

The product has six men on the case, and Headquarters two more, to prevent the culprits from escaping justice.

They are hot on the track of the husband, Bernard Foglia, and a companion with whom he was last seen. The elements of mystery that surround the case have been cleared, but the conviction has become almost positive that the woman did not kill herself, but was murdered, and that the missing husband is the principal in the tragedy, but aided by accessories.

It has been learned that after his wife's death, Foglia bought an overcoat, and was seen in company with Martini Barbaro, of 21 South Fifth avenue, last evening, lounging about the streets. Foglia, at that time, showed \$70 in cash that he carried in his pockets.

The dead girl, who was but nineteen years old, was married to Foglia by Alderman "Boyer" Flynn, in the City Hall, twelve months ago. She was employed in Costa Bros. restaurant, 526 Columbus avenue. Primatavia's father was John Orton, a piano-maker, living at 131 South Fifth street.

The young couple lived in comfortable circumstances. The two children they had died at birth. Recently the neighbors saw that Foglia had grown insolent, jealous of his wife, and had frequent bursts of temper.



COL. FELLOWS—"Go it, gentlemen! The harder you fight the safer I am!"

### BUNCO WAS THE WORD.

It Was Applied by Eugene G. Blackford to Senator Reynold's.

It Can Be Avenged Only With Payment of \$100,000.

The Big Label Suit at Last Reaches the Courts in Brooklyn.

Senator William H. Reynold's \$100,000 label suit against Eugene G. Blackford, the Fulton Market fish merchant and Bank President, was before Justice Gaynor, in the Supreme Court, Brooklyn, this morning.

The case came up on Mr. Blackford's demurrer to Senator Reynold's complaint. The trouble is over a telegram sent by Mr. Blackford to Reynold on April 24 last. The telegram read:

"Are you buncoing me on the Atlantic Avenue Railroad? There seems to be nothing in the way of passage except want of action on your part. Your district will hold you responsible for it."

Blackford is the President of an association of property owners who have large real estate interests along the line of the Atlantic Avenue Railroad in Brooklyn. The Association has been working for a long time to drive steam motive power from the avenue. Such a bill was introduced last Winter, passed the Assembly, but was held up in the Senate.

Mr. Blackford claims that Reynold promised to do all he could for the bill, and when he heard that the bill was in danger of being killed he sent the telegram to Reynold.

Reynold was represented by Lawyer A. C. Shattuck, who in his complaint alleges that he was being influenced to approve the bill by corrupt and criminal motives. He also claims that the telegram insinuates that he was acting falsely and deceitfully to his constituents by holding that the bill was in danger of being killed.

He claimed that no crime or offense had been charged by the plaintiff; that a libelous accusation was made as a question had only been put to the plaintiff.

He claimed further that any constituent of Mr. Reynold who doubted his loyalty had the right to question it; that the case in point did not injure Mr. Reynold's business, and therefore was not libelous at all. He said the word "bunco," as generally understood to-day, was synonymous with deceived or led astray. He held a public man is always open to criticism, and should be. Mr. Shattuck made no argument. He handed up his papers.

Decision was reserved.

### MAY GET THE PICTURES.

It Is Barely Possible the Great Walters Collection May Come Here.

BALTIMORE, Md., Nov. 23.—It was rumored here this morning that the magnificent collection of art left by the late Mr. Walters, of this city, had been left to the Metropolitan Museum of Art.

President Henry G. Marquand, of the Metropolitan Museum, was seen by an "Evening World" reporter and said:

"Up to the present time I have not been notified of Mr. Walters' bequest. I had expected that it would have been left to the Baltimore Museum, but if we are to be the recipients, we will be greatly pleased. The collection is one of the finest in the country, and would grace our museum well. I sincerely hope the report is true. The collection will almost certainly be left to some public art gallery."

Movie Safe in Port.

The White Star line steamer Bovie, Capt. Thompson, which left Liverpool on Nov. 9 for this port, and the which was reported in some of the morning newspapers as being three days overdue, passed in at Sandy Hook at 1 o'clock this afternoon. The Bovie has no doubt passed through the severe weather reported recently by nearly all incoming steamers.

The Fight and the Prize.

Last round and wind-up in the great Oriental slapping match.

### GEORGE LORD DAY BETTER.

He Passed a Comfortable Night and Is Improving.

HEMPSTEAD, L. I., Nov. 23.—George Lord Day, who was seriously injured in a cross-country run on Tuesday, and is now lying at the Meadow Brook Club near this place, was reported to-day to be better.

He passed a comfortable night and was resting quietly at 1 o'clock this afternoon.

Premier Brand California Wines.

Produced from best foreign varieties of grapes, superior in quality and price. All dealers. Pacific Coast Wine Co., 300 Broadway, New York.

Track Repair, thirteen years old, of 33 West

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